

AIRPORT AUTHORITY MINUTES MARCH 24, 1975

Those Present: Chairman Harry Colescott, Members Stanley Anderson, Lawrence Aubert, Maxine Albers, Larry Kozisek, Howard Roland; Airport Manager Jim Spelman, Clerk T. M. Ford

The Minutes of the March 10th meeting were approved as mailed on a motion by Mr. Anderson, seconded by Mrs. Albers, and a unanimous vote.

Chairman Colescott read a letter from Attorney Gerald Ashby which indicated the Hall Property condemnation matter has been set for evaluation hearing on May 1, 1975, which should conclude the matter.

Airport Manager Spelman gave a "Cash and Investment Report". Spelman also reported the February, 1975, boardings had increased about 2,000 over February of 1974. Spelman presented a check for payment to the City for February billings, in the amount of \$24,302.75. Mr. Kozisek moved the Chairman be authorized to sign the check, Mr. Roland seconded the motion which passed. Mr. Spelman reported to the Authority he has reached an agreement with United Airlines and Frontier Airlines calling for a new landing fee rate of 29¢ per thousand pounds . . . up from the present 24¢ rate. Also agreed to was a rate of \$8.00 per square foot for counter space. The new lease to include these new rates will be for three years. Spelman said he got the best lease arrangement he felt possible and asked the Board if they would okay it. Mr. Aubert moved the Authority okay the new airline lease as outlined by Spelman. Mr. Kozisek seconded the motion which passed unanimously.

Mr. Spelman reported the Quick Response Vehicle would be ready

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within 30 days, and the Board gave informal approval for Mr. Spelman and Fire Chief R. T. Mantlo to drive the vehicle to Grand Junction.

Mr. Spelman reviewed a letter he wrote to the BLM and Mr. John McCormick, section manager for Airways Facilities on the possibility of building a multi-purpose government facility located near the present Game & Fish Hangar, east of Monarch Aviation. Mr. Spelman said the Weather Bureau is still interested in a location on top of the Fire Building. Spelman said the money market for financing these facilities is improving.

Mr. Spelman displayed a chart which indicated the financial requirements of the Airport as it related to the Master Plan, as well as a modified Master Plan schedule. Spelman said he felt adoption of the full Master Plan is desirable because available funds to implement it may well materialize. Member Stanley Anderson read a statement he prepared which called for a realignment of some of the priorities in the three phase, 20 year Master Plan. (That statement is attached).

The Board then discussed the proposed Master Plan, after which Mr. Roland moved adoption of the Master Plan from Isbill and Associates, with the provision that proper amendments to the plan may be made by the Airport Authority. Mr. Aubert seconded the motion, and the motion passed unanimously.

Mr. Spelman reported he held two meetings with Monarch Aviation officials on a new lease. He said there were some areas of disagreement. Chairman Colescott said he asked Member Anderson to review the proposed lease for the Authority. Anderson asked why Tract B (Wegner Area) had been included. Spelman answered that since Monarch was going to use it, they should pay the rent on it.

Mr. Anderson wondered why the Lease called for a separate agreement on fuel flowage fees. Mr. Spelman answered because there is a separate fuel flow agreement and he gave Anderson a copy of it. Monarch attorney, William Nelson, said he also objected to this part of the lease, and he indicated the basic difference between Monarch and Mr. Spelman in finalizing the lease was tied to this fuel flowage fee paragraph, vending machine and motel phone operations and the right to ramp space.

Mr. Spelman said he felt the matters could be worked out, that present differences were merely, "semantics." Monarch did have the right to do all the business of a Fixed Base Operator and the fuel flow fee was for General Aviation's 25% share of the runway costs, which he presented on the blackboard.

Mr. Spelman said the Airport must guard its "special interests" and that fees from concessionaries are warranted in the case of motel phones, Rent-a-Cars, and Food Services, the rights to which have already been given out. Mr. Spelman presented a supplement to the new Monarch Lease which would require Pond's signature before Monarch could do competing business. There also appeared a difference in the ramp space situation and the location of Monarch planned new construction. Mr. Spelman said he felt the Monarch Building should be located at least 525 feet from the existing terminal, so that future terminal options could be left open for the Authority. Mr. Nelson said he felt that Monarch would be willing to re-evaluate the location of the facility. Mr. Nelson also said they would prefer to abandon the Wegner Lease, and its ramp space, and that they would like first refusal to lease the present terminal if a new terminal is constructed. Mr. Spelman objected to the latter

provision. Mr. Nelson also asked the Board to consider some added assistance financially if the location of the new building is moved as Mr. Spelman recommended. Chairman Colescott said the Board needed time to consider the matter of first refusal on the old terminal, and the Board indicated informally they certainly would listen to Monarch on its added financial burden if the building location is moved. It was decided negotiations would continue on Wednesday, March 26th, at 1:00 P.M., and that Board Members would join Mr. Spelman, as possible.

Mr. Spelman said a new lease assignment for the new owner of Budget Rent-A-Car Agency has been received. Mr. Anderson moved approval of this lease assignment. Mr. Aubert seconded the motion which passed.

Mr. Spelman also said a new APCOA amendment has been finalized, calling for a rate increase. Mr. Anderson moved for adoption of the Lease. Mr. Kozisek seconded the motion which passed.

Mr. Spelman also reported the Airport has application under the mill tailings removal program, and that he would discuss designation of the Airport for "MALS-Installation" at the next meeting.

The Authority then went into Executive Session for five minutes to discuss a matter of national security.

The Board adjourned at 5:40 P. M.